

Honolulu Star-Bulletin

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STAND BY THE COURSE THAT MEANS PROGRESS!

Once more the Site-Shifters are busy!

They are trying to work up sentiment to secure a change in the federal building site, familiarly known as the Mahuka site.

What are the people of Honolulu going to do about it?

Will they permit another long and irritating controversy over this site? Will they promote another needless and fruitless quarrel? Will they allow new and troublesome complications to arise? Will they rush into new dissensions?

If the people and the business interests of Honolulu adopt this course, Honolulu might as well say good-bye to progress, bid farewell to any speedy, any satisfactory settlement—and wait ten years longer for the federal building that grows more necessary every month.

Or will the growing spirit of unity, of cooperation, that has swept through the territory during the past year hold together the people of Honolulu in concerted action to win the federal building on the Mahuka site?

It is hardly necessary again to repeat the details of the situation. Since the year 1905 Honolulu has been trying to get a federal building. In April, 1907, businessmen decided upon the Mahuka site. And from that time to this, seven years, Honolulu has been proceeding step by step to the point where the Mahuka site is available through condemnation and Congress is preparing to appropriate all the necessary money.

The financial status may be stated briefly. The site, including the original site purchased, the money raised for the Bishop street extension, and the \$462,000 of condemnation awards, will cost the government approximately \$596,000. The delegate some years ago succeeded in getting an appropriation of \$800,000, of which \$350,000 was for the site. It will thus be seen that the appropriation for the site is insufficient. A million dollars was next set as the limit. However, the last of a series of bills on the subject, introduced in the delegate's name last November, carries a limit of cost for both site and building of \$1,450,000. On November 27, 1913, the Star-Bulletin's Washington correspondent was informed on the authority of the supervising architect of the treasury department that after the site had been paid for, enough money would be left to complete the building in a satisfactory manner, and at the same time members of Congress expressed the opinion that the full appropriation

SUPPORT THE PROGRAM OF ECONOMY

Hawaii must either economize by cutting territorial expenses to the bone or have an extra session of the legislature.

The extra session has been decided against. The governor and his departmental heads have reached a wise conclusion. And now the alternative must be followed—that of the most exacting and rigid economy.

This economy program is going to hurt, there is no doubt about that. Some extremely desirable public improvements will have to be abandoned for this year. Some projects in social welfare work, very badly needed indeed, must be foregone. Some worthy distributions of public funds must be stopped. On the list of expenses to be closed there are items agreed to by the government officials with extreme regret. And yet this saving is deemed imperative.

Now it remains for the people of the territory to back up the governor and his associates in carrying out this policy. They have been forced to enunciate it because of the financial condition of the territory. The curtailing, the cutting and pruning, is as unwelcome a task as ever faced a new administration. But is a task dictated by prudence and wise regard for the future welfare of the territory. In this disagreeable duty the government should have the support of the people, and one vital way to contribute this support is through a refusal to harass the officials by effort to squeeze out a little more money than the new program allows.

This list of worthy improvements that must be abandoned and of deserving appropriations that must be stopped constitutes a powerful lesson to the entire territory—the lesson that business efficiency in running the government is the only policy that will not bring temporary and possibly permanent hardship. Every executive since territorial government was established has

proportion, \$1,450,000, would be passed at the regular session.

So much for the status of the Mahuka site. The preliminaries are finished, the situation is known down to dollars and cents, and the way is clear for Congress to appropriate the funds.

It is right here that the Site-Shifters are getting busy. They are declaring that Congress will not pass the enlarged appropriation.

To these people, to all who are apprehensive of Congress's attitude, it may be stated that the good faith of Congress is now bound up in the completion of the Mahuka site proceedings. At great cost and at considerable sacrifice that portion of the business district on and around the site has planned removing, rebuilding, readjusting. In fact, it is not too much to say that for years past the entire business section has felt the influence of this decision of the federal government to erect the federal building on the Mahuka site.

In good faith the federal government has settled upon this site—and as a matter of law it makes no difference that the original appropriation is now found too small.

On March 2, 1911, the United States district court here handed down a notable decision dealing with this site. The decision need be referred to only in passing as a decision on a demurrer. That decision, written, we believe, by Judge Robertson, quotes from a decision of the supreme court of the United States as follows:

"Congress intended that compensation should follow the condemnation proceedings in every case, and the omission to make an appropriation in advance to pay the damages assessed for taking the property constitutes no bar to such proceedings, for the faith of the government is always a guaranty for that payment."

Can language be stronger, clearer, more pertinent than that?

The Mahuka site is intrenched in good sense, in good faith, in sound law. The people of Honolulu should stand by it, and stand by the only course that promises Honolulu a federal building within any reasonable time.

District Attorney McCann is reported to be in favor of reopening the question of a building site. We believe that if the commercial organizations, the business interests and the people generally stand together, the district attorney will join with them in urging early action along the sane and logical course—the retention of the Mahuka site, the appropriation of the necessary funds.

had to wrestle with this problem of building up an efficient organization. Never was its need more plainly shown than now.

The attorney-general and Special Prosecutor Breckons have taken an entirely proper and vigorous stand in declining to bargain with John Kealoha, the grafting supervisor of Hawaii county. The impudence of his attitude is not only sufficient commentary upon his calibre as a public official,—it is anything but salutary for the Hawaii county situation.

Congress has been called upon to increase the Canal Zone governor's salary from \$10,000 to \$15,000. Talking about salary raises, one very badly needed is that of the secretary of Hawaii. The secretary now gets \$4000 a year,—\$200 less than the attorney-general draws down. This is inadequate and it should be raised.

The Star-Bulletin publishes today on page 8 the text of President Wilson's message on monopolies, trusts, interlocking directorates and other allied subjects. It will be found of unusual interest.

Some of the politicians on the mainland act as if they wished the Progressive Party would hurry home from South America and others as if they wish he would stay there.

Congressmen are determined to collect mileage of some sort, which accounts for the congressional investigations in Michigan and Colorado.

Dr. Wilcox thinks there is money in eggs. There must be some precious metal in the shells from the prices charged.

Optimist—the man who sells his real estate to buy sugar stock.

CHIEF NEED OF MAUI AT PRESENT IS 'GOOD ROADS'

(Continued from page one)

of this must, until very recently, have been covered on horseback has been reduced about five miles by an extension of road from the Hana side. But still there remains between 15 and 20 miles of trail.

But why the belt road? What is there to warrant the expenditure of from \$300,000 to \$500,000 needed to open a satisfactory highway to replace the present trails? What is there at Hana or in the mountain district intervening to justify the whole island in shouldering such an undertaking? True, the road would be a convenience to the people of the Hana district, but they are few in number and have a weekly steamer service. The rest of the island is in no sense dependent upon this part of the island.

Hana District's isolation. It is true that Hana is a small community. There is a sugar plantation, small as plantations go in these islands, which surrounds the town of Hana, and a still smaller one at Kipahulu, some 10 miles further east. It might be mentioned in passing that neither of these plantations is doing very well under prevailing sugar prices, and their future is far from bright. At Nahiku, some eight miles west of Hana, is the center of Hawaii's rubber industry, which is not yet out of the woods so far as profits are concerned. There are scarcely a dozen white families in the district, and they are almost all connected with the plantation or with the rubber business. A few hundred Portuguese have their little homes here, characteristically surrounded with vines and fruit trees. A few hundred more Japanese, Filipinos, Porto Ricans and Koreans, with their families, fill the plantation camps, while the remaining part of the population consists of native Hawaiians in considerable number, scattered along the coast.

Twenty-five miles west of Hana, without road connection from either direction, is the tremendous ash running from the top of Haleakala to the sea, known as the Keanae valley. This valley is broad and fertile. It is the home of probably 200 native Hawaiians and a few Chinese. For weeks at a time, Keanae is frequently cut off from the rest of the world through inability of the inter-island steamers to land passengers or freight at the rough landing.

A large part of Hana district is rough and rocky, but the soil is fertile and abundantly watered. It seems to be especially adapted to fruit of many kinds, and vegetation generally flourishes in a manner not to be seen in other parts of the island. It will probably some day be thickly settled with a prosperous population of much importance to the rest of the island. But this condition will not come without greatly improved transportation facilities, and road connections are first and most important in this connection.

How Maui Will Profit. But looking into the future, there is every reason to believe that the island of Maui as a whole will profit from the belt road in a much greater measure than will districts which will receive such immediate benefit. In the first place it would be the island's greatest asset in attracting tourists, not excepting even the proposed road to the top of Haleakala. And Maui has for a good while been enviously noting the constantly increasing stream of transient travel which is setting to the territory, without thus far being able to attract any appreciable portion of it to her shores. In spite of attractions which in many ways excel any of the other islands, the tourist does not come. There are a number of reasons for this, the principal one of which is that it is too difficult and expensive to visit the most magnificent scenic points. Iao valley is the one easily accessible beauty spot. Haleakala calls for considerable preparation, and an eight-mile horseback ride up and down, which is impossible for some and uncomfortable for a very great many. And the wonderful "ditch country"—the section on East Maui through the wonderful Honoumuli and Keanae valleys and on to Nahiku, the section before referred to which now has no roads—which is considered by most persons who have seen it to be more beautiful than any other place in the territory, is now seen by not one tourist in a thousand. In fact it has been seen by comparatively few residents, not only of the islands, but of Maui as well. Special arrangements must now be made before one can make the trip at present. Horses must be obtained from private firms through favor. There is no hotel at Hana where one may obtain meals, although there is now a well-kept and comfortable rooming house

At the other end of the trail there is no hotel of any kind nearer than Wailuku, 27 miles away. It is next to impossible for the stranger to see this country. The tourist in Honolulu hears of Maui's beauties, and reads about them in promotion committee literature. He makes inquiries about them only to find that it will be next to impossible for him to see them. The Promotion Committee will confirm the statement that a large majority of the visitors to the territory have a desire to see Maui, and although given every legitimate encouragement, they back out when they find that they can see only a part of the island, and practically none without the expenditure of much energy, time and money.

No Roads, No Tourists. Maui will not get these tourists until she has roads. But are they worth getting? Oahu is now very certain that they are. Hilo is also awakened to the truth also. And with the opening of the Panama Canal within a year, with the advertising of the islands at the 1915 exposition at San Francisco, with the ever-increasing competition of the railroads and steamship lines for the business of bringing the tourists here, and with the cumulative advertising derived from those who have been here, one cannot escape the conviction that these islands are destined very soon to be one of the greatest tourist centers in the world. The tourist crop is the best dividend-payer in the world.

With a good wharf at Lahaina, an adequate landing at Hana, and a road between the two points, it is practically certain that a large part of the tourist travel between Honolulu and the volcano could be diverted through Maui. The Inter-Island Steam Navigation Company would of necessity be obliged to establish a service between Hana and the Hilo Island—the lack of which at the present time causes no small business loss and inconvenience.

Start Made on Belt Road. A start has already been made towards closing the gap in the Maui belt road, but it will take the united efforts of the people of Maui to complete the job in any reasonable time. The Maui Loan Fund Commission, which has the handling of Maui's share of the territorial loan authorized two years ago by the legislature, has met with some severe criticism on account of its efforts to extend the belt road from the Hana end into Keanae valley. Contractor J. H. Wilson will, within a few weeks, complete about four miles of road from the present Nahiku road westward. The road will then end in the middle of a deep gulch just below the line of the East Maui Irrigation Company's big ditch. It will be practically of no value as it stands because there is no population whatever that it can serve. It is a splendid piece of work, however, and penetrates for a short distance from the Hana side into the scenic region of the East Maui mountains. Its grade is very light, and its surface is of volcanic cinder rolled down upon a bed of broken rock. The cost of this section will be about \$85,000.

The next instalment of the bonds, should Governor Pinkham decide to authorize its flotation, will provide the \$130,000 additional needed to carry the road to Keanae, to which program the loan fund commissioners are definitely committed. This will be an important thing to all the Hana district, and especially to the Keanae valley, but it will still leave a stretch of some 12 miles or more between Keanae and Huelo still dependent upon the horse trails. It is estimated that this last link will cost between \$300,000 and \$400,000. Chairman W. F. Pogue, of the commission, believes it could be built for less than \$300,000 under certain conditions. While the job is a big one, the grade of the road is practically established by that of the very excellent horse trail built in 1903 over this section. The trail is approximately six feet wide and has a grade maximum of only about 6 percent. It comes up out of lower Keanae valley, skirting the sea cliffs, and crosses the great Honoumuli valley near its mouth. Some idea of the magnitude of this gorge may be gained from the fact that the trail is nearly two and a half miles long from the top of one side to the top of the other. Widened into a road, this will be one of the most awe-inspiring drives in the territory. Inasmuch as the excavation of the trail shows practically no hard rock, the greater part of the work might be done by steam shovels to advantage.

The loan fund commissioners took one step anticipating the building of this part of the road, when it replaced some half dozen bridges on the trail with reinforced concrete structures, 12 feet wide, and calculated to form a part of the road when it is finally built.

How to Raise the Money. It will be up to the people of Maui to decide how the money is to be raised for finishing this work. It might be done by bonding the county as was authorized by an act of the last legislature. Commissioner Pogue favors raising the money by direct tax

National Guard Officers: Front and Center

Military Insignia for all ranks should be bought at

WICHMAN & CO.,
Jewelers

(Regulars, too.)

SECRETARY WOOD CALLED UPON TO SEARCH FOR MISSING WOMAN

H. P. Wood, besides carrying on his duties as secretary of the Promotion Committee and director of the Hawaii Fair Commission, appears to be conducting a bureau of genealogy at the office of the former organization. It appears that way, at least, from the letters he frequently receives from persons on the mainland asking that he delve into their family tree in the endeavor to locate some lost relative who almost invariably "was last heard of in Honolulu."

The latest letter of this tenor to be received has more or less interested Mr. Wood in that the person involved bears a similar name. Here is the letter, written by C. H. Randall of Franklin, Mass., and anyone knowing the whereabouts of the person mentioned is requested to communicate with the secretary:

"I had a niece, Mary A. Randall, born in Sommersworth, N. H., the daughter of Emory J. Randall and Isabel Chandler Randall. I should think about the year 1867 or 1868, whom I learn married a Mr. Wood, Christian name unknown to me, who later removed to Honolulu, as I have understood. Seeing your name as above, in a pamphlet—seventh edition, issued by the Promotion committee—it occurred to me that you might be able to give me some information which would lead to the discovery of her present location or that of her husband or descendants, from whom I might be able to obtain some knowledge greatly desired."

The new National Guard Army was accepted yesterday as complete only a few minor affairs remaining to be finished. Ripley & Davis, the supervising architects, in their report to Superintendent Caldwell, say: "We desire to record our appreciation of the manner in which the contractors of this work have carried out the terms of their contract. There has been no attempt on their part to evade any obligation and we feel that this building is a credit to the builders and we trust a source of pride to every member of the national guard and to every citizen of Hawaii."

New Bungalow

For sale at \$4000 on very easy terms. \$750 cash, and the balance in easy monthly payments --- modern up-to-date house. Lot 60 x 130. Property is not far from Punahou Street.

Trent Trust Co., Ltd.

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OUR SILVERWARE

Will stand the test. Compare it with others and you will find it more attractive and less expensive.

VIEIRA JEWELRY CO.

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Real Estate for Sale

Building lots near town, on Miller street, \$1300 to \$2000, according to size.

Spreckels Tract lots opposite Oahu College, 100x100, for \$1600.

Acre lots at Fruitvale, Palolo Valley, \$600 per acre.

Kaimuki, Ocean View and Palolo Hill lots, \$400 and up.

Henry Waterhouse Trust Co.
Limited,

Cor. Fort and Merchant Sts.

HONOLULU, T. H.

For Rent

Piikoi Street 3 bedrooms \$40.00
Kalihii off Kam IV Rd., 3 bedrooms. 35.00
Aloha Lane 3 bedrooms. 17.00

Desirable Waikiki beach property for a term of 1 or 2 years—occupancy will be given on or about March 1, 1914.

For Sale

Secure a lot in the Meyer Tract on Puahale Road below the Thomas Pineapple Factory. Good roads and soil. Will sell on easy terms.

Guardian Trust Co., Ltd.,

205 Bank of Hawaii Bldg.

"Hinduism, the Religion of \$33,000,000," of the lectures prepared by Cornelius states. "Gods" will be the subject of an illustrated lecture which Rev. A. A. Patton of the New York office of the American board of missions, and Ebersole will deliver in Central Union church Sunday evening. This is one of the pictures during his recent trip to the